

Hilliard Division of Police

Annual Pursuit Analysis 2021

February 18, 2022

Prepared by Jeff Pearson
Professional Standards Coordinator

Eric D. Grile
Chief of Police



Real People. Real Possibilities.

Division
of Police

Overview

Policy 307 - Vehicle Pursuits defines a vehicle pursuit as an event involving one or more peace officers attempting to apprehend a suspect who is trying to avoid apprehension while operating a motor vehicle by using high speed or other evasive tactics or driving in a legal manner but willfully failing to yield to an officer's signal to stop.

Per Policy 307, officers are authorized to pursue motor vehicles when the officer has reasonable suspicion to believe the suspect(s) involved in the motor vehicle pursuit committed:

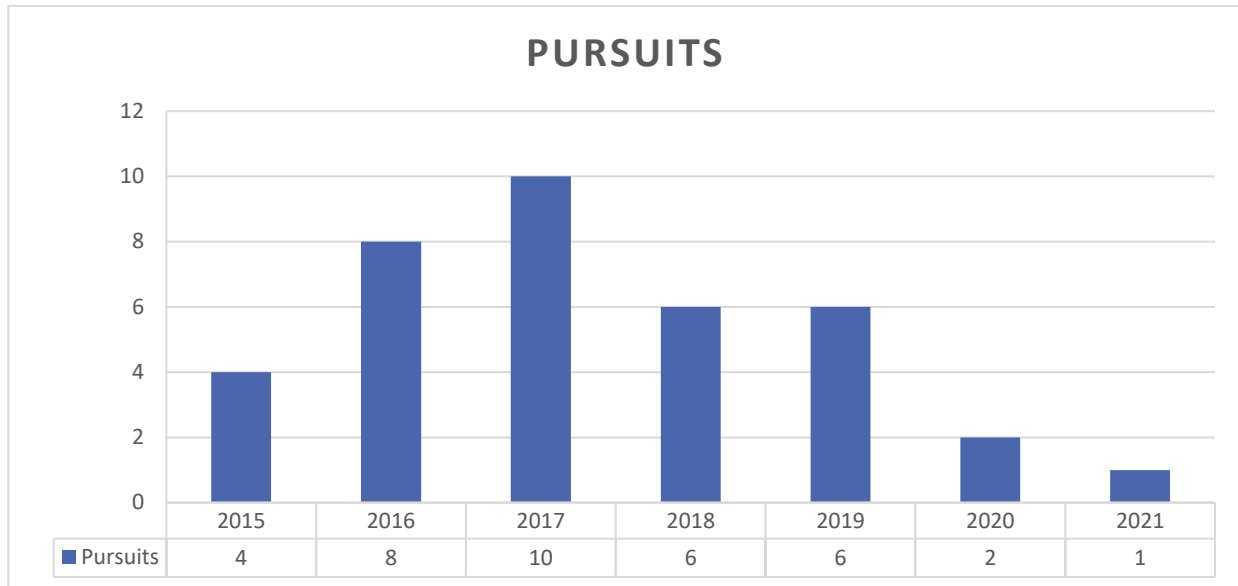
1. An offense of violence as defined in section 2901.01 (A)(9) of the Ohio Revised Code;
2. A sex crime involving juvenile victims;
3. The crime of Criminal Child Enticement; or
4. When the suspect's continued or imminent actions present a danger to human life or may cause serious physical harm to themselves or others (Example: a suicidal driver creating a substantial risk to innocent civilians).

Annually, the Division reviews and analyzes the data collected from Pursuit Reports. In addition, a six-year look back was conducted to compare and analyze the data in an effort to identify trends that may indicate training needs or policy modification.

The Division is in compliance with the pursuit standards established by the Ohio Collaborative Community-Police Advisory Board.

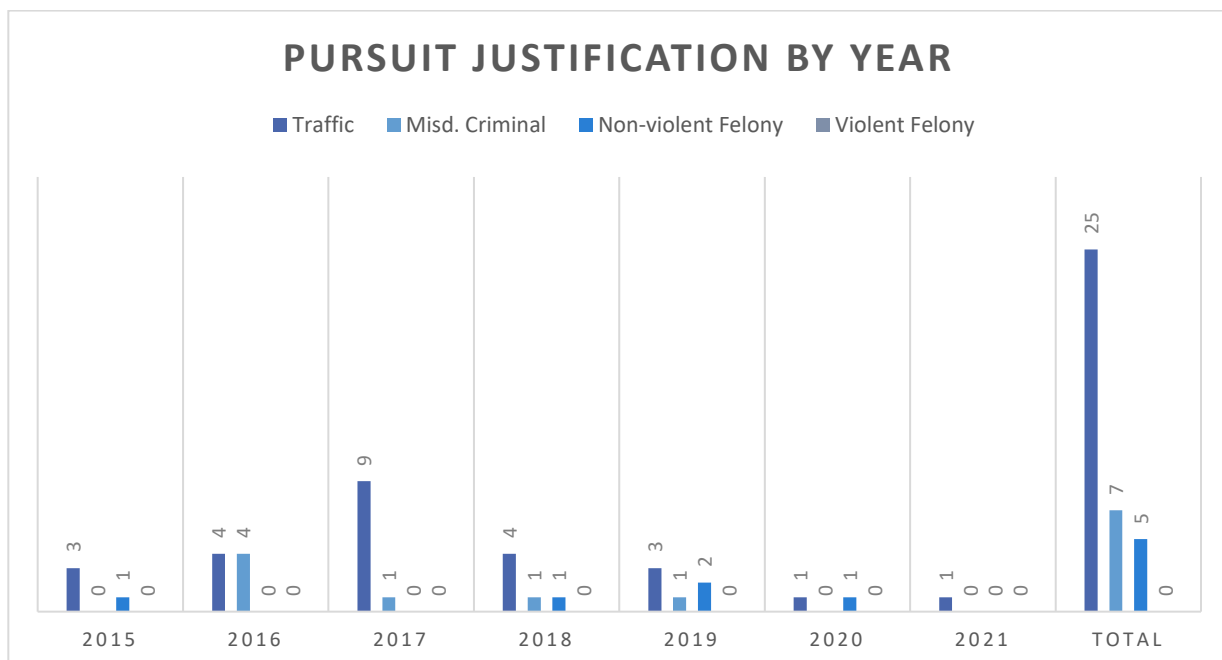
Pursuit Analysis

In 2021, the division reported one vehicle pursuit, which is a dramatic decrease with the last six-year average of 6. The primary reason for the reduction in the number of pursuits the last two years is attributed to changes to the pursuit policy to minimize risk associated with pursuits.



Pursuit Justification

In 2021, one pursuit was initiated due to an OVI driver that was a danger to the community. Data collected from 2015 - 2021 shows traffic related offenses are the primary reason for officers to initiate a pursuit.



Pursuit Distance and Duration

From 2015 through 2020, 63% of pursuits traveled less than two miles. In 2021, the one pursuit traveled less than two miles.

Length Miles	2015	2016	2017	2018	2019	2020	2021	Total
<1	0	2	6	4	3	1	0	16
1 - 2	0	3	2	1	1	0	1	8
2.1 - 5	3	2	0	1	2	1	0	9
5.1 - 10	1	0	1	0	0	0	0	2
>10	0	1	1	0	0	0	0	2

Generally, pursuit duration is a direct correlation to pursuit distance. From 2015 through 2020, 72% of pursuits were under two minutes in duration. In 2021, the one pursuit lasted less than two minutes.

Duration in Minutes	2015	2016	2017	2018	2019	2020	2021	Total
<1	0	2	5	5	1	1	0	14
2	2	3	2	1	3	0	1	12
3	0	1	1	0	2	0	0	4
4	1	0	0	0	0	0	0	1
5	0	1	0	0	0	1	0	2
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	1
9	0	0	0	0	0	0	0	0
>10	0	1	2	0	0	0	0	3

Pursuit Time of Day and Day of the Week

With the low occurrence of pursuits, there is no discernable pattern related to the number of pursuits and the time of day or day of the week.

A conclusion can be made that the majority of pursuits occur on Second and Third Watch.

Pursuit by Watch	2015	2016	2017	2018	2019	2020	2021	Total
0701 - 1500	0	2	2	1	1	0	0	6
1501 - 2300	1	2	5	1	3	1	0	13
2301 - 0700	3	4	2	3	2	1	1	15

Pursuit Disposition

From 2015 through 2020, the data illustrates that approximately 52% of pursuits conclude due to officers/supervisors discontinuing the pursuit.

The pursuit in 2021 ended when the vehicle slowed, and it was blocked by cruisers. The driver stopped at that point.

Pursuit Conclusion	2015	2016	2017	2018	2019	2020	2021	Total
Driver Stopped	1	3	0	2	1	1	1	9
Officer Discontinued	2	3	7	1	2	1	0	16
Supervisor Discontinued	0	0	0	1	2	0	0	3
Violator Eluded	0	0	0	2	0	0	0	2
Police Intervention	0	0	1	0	1	0	0	2
Suspect Crash	1	2	1	0	0	0	0	4
Suspect Vehicle Disabled	0	0	1	0	0	0	0	1

One area tracked in 2021 was the use of tactical intervention to avoid a pursuit. Officers used stop sticks on two different incidents to stop a vehicle without engaging in a pursuit.

Apprehensions Rate

In 2021, the one pursuit resulted the driver being arrested.

The data indicates an arrest/ID rate over the last six years to be approximately 61%.

Apprehension Status	2015	2016	2017	2018	2019	2020	2021	Arrest / ID Rate
During Pursuit	1	3	2	2	2	1	1	32.4%
None	2	2	5	2	2	1	0	37.8%
Delayed – After Termination	1	3	3	2	2	0	0	29.7%
Arrest/ID Rate by Year	50.0%	75.0%	50.0%	66.7%	66.7%	50.0%	100%	

Policy Compliance

All pursuit reports are reviewed by the on-duty supervisor as well as a chain of command review to ensure policy compliance. In 2021, the one pursuit was determined to be within policy.

Compliance Factor	2015	2016	2017	2018	2019	2020	2021	Total
Within Policy	4	8	6	5	4	1	1	29
Not within Policy	0	0	4	1	2	1	0	8

Failure to Comply Cases

This is the first year for including this category in the pursuit analysis.

In 2021, the Division reported 29 cases of Failure to Comply with the Order/Signal of a Police Officer. These are cases where the officer attempted to stop a vehicle, but the vehicle did not stop.

Typically, in this case, officers attempt to stop of a vehicle by using their emergency lights and siren. The officer does not initiate a pursuit or uses non-pursuit tactics to stop the vehicle.

Pursuit Analysis Conclusions

Pursuits by Division officers are a rare occurrence. In 2021, Division personnel conducted approximately 3,678 traffic stops, with only one pursuit.

The main observation in this report is the number of pursuits has dramatically decreased from previous years. The primary factors for this decrease can be attributed to a stricter pursuit policy.

Overall, pursuit duration and distance traveled reflects sound judgement on behalf of the officers and supervisors monitoring the pursuits. The relatively short distance and duration coupled with the discontinuance rate is indicative of Division personnel carefully balancing the danger to the public created by the pursuit against the need to immediately apprehend the offender.

The number of cases of Failure to Comply with an Order/Signal of an Officer shows officers are using good judgement when confronted with pursuit situations. It also shows the officers and supervisors are following Division policy.

One area tracked this year was tactical intervention to avoid a pursuit. Officers used stop sticks twice in 2021 to stop a vehicle. Both times, the tactical intervention was successful and avoided a potential pursuit.

The apprehension rate is relatively high, even in cases in which a pursuit was discontinued.

The pursuit review process is comprehensive and complete. The multi-layer review process ensures policy compliance. In addition, violations of policy are documented and addressed through remedial training and the disciplinary process.

Recommendations

While the frequency of pursuits is low, the risk remains extremely high. This low frequency/high risk relationship requires an emphasis on training, tactics, and accountability.

Recommendations include:

Continue annual training on vehicle pursuit policy, pursuit best practices, vehicle stopping tactics, and safe driving techniques.

Continue to be proactive in the area of officer safety through emphasis on the Below 100 Initiative. This should be accomplished through roll call training, reviewing local and national pursuit incidents, supervisory debrief with involved personnel on pursuit incidents and general officer safety awareness bulletins.